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DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

7 CFR Part 1477

RIN: 0560-AF75

1998 Single-Year and Multi-Year Crop Loss Disaster Assistance Program; Correction

AGENCY: Commodity Credit Corporation, USDA.

ACTION: Final rule; correction.

SUMMARY: This document contains a correction to the final rule published in the **Federal Register** on Thursday, April 15, 1999, regarding the terms and conditions of the 1998 Single-Year and Multi-Year Crop Loss Disaster Assistance Program. This document corrects the number of the section entitled "Matters of general applicability" in 7 CFR part 1477, which was incorrectly numbered as § 1477.10.

DATES: This correction is effective on July 1, 1999.

FOR FURTHER INFORMATION CONTACT: Diane Sharp, Director, Compliance and Production Adjustment Division, Farm Service Agency, United States Department of Agriculture, STOP 0517, 1400 Independence Ave. SW, Washington, DC 20013-2415.

SUPPLEMENTARY INFORMATION:

Correction of Publication

Accordingly, in the final rule (FR Doc. 99-9350) published April 15, 1999, (64 FR 18553) make the following correction:

On page 18559, in the first column, the section number "§ 1477.10" for the section entitled "Matters of general applicability" is corrected to read "§ 1477.110".

Signed at Washington, DC, on 25 June 1999.

Keith Kelly,

Executive Vice President, Commodity Credit Corporation.

[FR Doc. 99-16776 Filed 6-30-99; 8:45 am]

BILLING CODE 3410-05-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 99-SW-38-AD; Amendment 39-11217; AD 99-12-01]

RIN 2120-AA64

Airworthiness Directives; Eurocopter Deutschland (Eurocopter) Model EC135 Helicopters

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; request for comments.

SUMMARY: This document publishes in the **Federal Register** an amendment adopting Airworthiness Directive (AD) 99-12-01, which was sent previously to all known U.S. owners and operators of Eurocopter Model EC135 helicopters by individual letters. This AD requires initial and repetitive visual inspections and one dye-penetrant inspection of the main rotor hub shaft (shaft) for cracks. If a crack is found during any of the inspections, this AD requires replacing the shaft with an airworthy shaft before further flight. This amendment is prompted by the discovery of fatigue cracks on the shaft of a helicopter. The actions specified by this AD are intended to detect fatigue cracks in the shaft that could lead to shaft failure and subsequent loss of control of the helicopter.

DATES: Effective July 16, 1999, to all persons except those persons to whom it was made immediately effective by Priority Letter AD 99-12-01, issued on May 27, 1999, which contained the requirements of this amendment.

Comments for inclusion in the Rules Docket must be received on or before August 30, 1999.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), Office of the Regional Counsel, Southwest Region, Attention: Rules Docket No. 99-SW-38-

AD, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137.

FOR FURTHER INFORMATION CONTACT:

Mike Mathias, Aerospace Engineer, FAA, Rotorcraft Directorate, Rotorcraft Standards Staff, 2601 Meacham Blvd., Fort Worth, Texas 76137, telephone (817) 222-5123, fax (817) 222-5961.

SUPPLEMENTARY INFORMATION: On May 27, 1999, the FAA issued Priority Letter AD 99-12-01, applicable to Eurocopter Model EC135 helicopters, which requires initial and repetitive visual inspections and one dye-penetrant inspection of the shaft for cracks. If a crack is found during any of the inspections, the AD requires replacing the shaft with an airworthy shaft before further flight. That action was prompted by the discovery of fatigue cracks on the shaft of a helicopter. This condition, if not corrected, could result in failure of the shaft and subsequent loss of control of the helicopter.

Eurocopter has issued Eurocopter EC135 Alert Service Bulletin (ASB) EC 135-62A-004, dated May 5, 1999, which specifies inspecting the shaft for cracks. The Luftfahrt-Bundesamt (LBA), which is the airworthiness authority for the Federal Republic of Germany, classified this service bulletin as mandatory and issued AD 1999-185, dated May 6, 1999, to assure the continued airworthiness of these helicopters in the Federal Republic of Germany. Eurocopter later issued ASB EC135-62A-004, Rev. 1, dated May 7, 1999.

Since the unsafe condition described is likely to exist or develop on other Eurocopter Model EC135 helicopters of the same type design, the FAA issued Priority Letter AD 99-12-01 to detect fatigue cracks in the shaft that could lead to shaft failure and subsequent loss of control of the helicopter. The AD requires initial and repetitive visual inspections and one dye-penetrant inspection of the shaft for cracks. The short compliance time involved is required because the previously described critical unsafe condition can adversely affect the structural integrity of the helicopter. Therefore, inspecting the shaft for cracks is required before further flight and this AD must be issued immediately.

Since it was found that immediate corrective action was required, notice and opportunity for prior public comment thereon were impracticable.